

**SCOTTSDALE CITY COUNCIL  
SUBCOMMITTEE ON REGIONAL AVIATION ISSUES**

**Agenda Item No.:** \_\_\_\_\_

**Date:** 03/16/05

**APPROVAL OF MINUTES**

**1. Action**

Approval of the Minutes of the November 24, 2004 City Council Subcommittee Meeting

**Action  
Taken** \_\_\_\_\_

**SCOTTSDALE CITY COUNCIL  
SUBCOMMITTEE ON REGIONAL AVIATION ISSUES  
PUBLIC MEETING  
KIVA CONFERENCE ROOM, CITY HALL**

**WEDNESDAY, NOVEMBER 24, 2004**

**MINUTES**

**PRESENT:** Vice Mayor Bob Littlefield  
Councilman Jim Lane  
Councilman Kevin Osterman

**STAFF:** Scott Gray, Aviation Director  
Mary O'Connor, General Manager, Transportation  
Gary P. Mascaro, Assistant Aviation Director  
Steve Olson, Director, Intergovernmental Relations

**CALL TO ORDER:** The meeting was called to order at 5:00 p.m.

**ROLL CALL:** Roll call confirmed members present as stated above.

**PUBLIC COMMENTS:** None.

**MINUTES:**

**1. Approval of the Minutes of the May 19, 2004 Meeting**

Vice Mayor Bob Littlefield made a motion to approve the minutes of the May 19, 2004 meeting. The minutes were approved by a vote of 3-0.

**GENERAL BUSINESS**

**2. Election of new Chairman**

Councilman Lane nominated Bob Littlefield. Councilman Osterman seconded the nomination and Vice Mayor Littlefield was elected Chairman.

**3. Discussion of the Aviation Subcommittee's role and meeting schedule.**

Chairman Littlefield commented that the subcommittee has not been meeting as frequently as when it was initially formed. He asked if there was any discussion on the issue. Councilman Lane asked if there was any duplicity between the role of the subcommittee and the Airport Commission.

Mr. Gray stated the Commission's focus is local airport issues and the subcommittee was going to focus on regional issues, such as MAG and regional airspace.

Councilman Osterman stated they probably plan to meet on an "as needed" basis when major issues occur; however he would like to see the subcommittee remain formed. Chairman Littlefield noted they had concluded that an ad hoc committee might be a better way to have the subcommittee function. An alternative would be they have a joint meeting perhaps once a year and review the topics at hand then decide whether they would like to take a more active role in a particular issue.

Chairman Littlefield stated he occasionally attends the Airport Commission meetings and keeps track of the agendas to remain informed on what is going on. Chairman Littlefield stated he felt the intelligent way

to do it would be if a controversial, sensitive, or major issue came up, for example scheduled service, at that point, the subcommittee could either agree to meet – or to meet jointly with the Airport Commission before taking their perspective on the issue to the Council.

Chairman Littlefield stated he would take on the responsibility of determining which issues should go before the subcommittee on an ad hoc basis, or to meet jointly with the Airport Commission. He advised the subcommittee members that the Airport Commission agendas and minutes are posted on the City's website if the subcommittee members wish to review, or if they wished a hard copy, Mr. Gray could accommodate them. Councilman Osterman stated he would prefer they receive hard copies of the agendas and minutes. Mr. Gray later agreed he would send complete Commission packets to the subcommittee and there would be a continual exchange and dialogue of aviation-relation information between staff, the Commission and the subcommittee.

Chairman Littlefield asked for a motion to keep the subcommittee in place but meet on an ad hoc basis. Councilman Lane made a motion to keep the subcommittee in place on an ad hoc basis. Councilman Osterman seconded the motion. The motion was approved with all in favor.

**4. Review and discussion of the 14 CFR Part 150 Noise Compatibility Study**  
(with consultant representatives and members of the Technical Advisory Team)

Mr. Gray advised the committee that Mr. Jim Harris of Coffman Associates, Inc., the consultant who is doing the study, and that he would provide a handout to the subcommittee and would be available to answer questions or to provide a detailed brief if they desired.

Mr. Harris advised the subcommittee the handout he provided is the summation of all the work that has been done over the past year in working with the Technical Advisory Team and includes the preliminary recommendations that focus on noise abatement, land use, and program management measures. Mr. Harris also provided some technical information regarding runway approaches, signage, flight tracking/monitoring systems, evaluation of restrictive measures, and answered additional questions on the status of the study to-date. He explained the FAA requirements, the public hearing process and the estimated timeframe to bring it before the Airport Commission and subsequently to the City Council.

Chairman Littlefield suggested it would be a good idea for the subcommittee to meet jointly with the Airport Commission when the Part 150 Study is presented. The subcommittee would then present a summary of their recommendations to their colleagues. Mr. Gray stated it would be presented at the February 9<sup>th</sup> Airport Commission meeting.

**5. Maricopa Association of Governments – Regional Aviation System Plan**  
(MAG RASP) Update

Mr. Gray updated the subcommittee on the MAG RASP Regional Aviation System Plan that he noted has been going on for quite sometime. Mr. Gray advised that he has been appointed to their technical committee and Chairman Littlefield is a member of their policy committee. He added the last meeting was held on October 13, 2004 and at that meeting the consultants provided selected alternatives, which are being forwarded back to the technical committee. Mr. Gray added that to-date, he has not heard any further information regarding the opportunity to analyze the possibility of an RFP for additional airspace analysis. He stated it might be another year before the committee meets again, however, the technical committee will meet as soon as they get the information they need to present it to the policy committee.

Chairman Littlefield advised the subcommittee members that MAG RASP is part of the process by which individual airports get their projects funded by the FAA. However, he noted there have been some political differences concerning particular municipalities and their specific issues that they have brought to MAG RASP. Chairman Littlefield stated it is important to keep informed on those issues, as certain actions that take place concerning other local area airports may eventually impact Scottsdale.

## **6. Regional Airspace Plan Update**

Mr. Gray stated there has recently been reestablished a Governor's Advisory Council on Aviation, of which Chairman Littlefield has been appointed a member, and one of their tasks is an airspace plan. Mr. Gray added that ADOT Aeronautics has submitted an application for funding to do a regional airspace plan, but so far nothing has happened on that issue. He added that the FAA is moving forward with the Class B redesign and probably will then move into the southern hemisphere redesign, as they did with the Northwest 2000 Plan.

## **7. Air Charter Service Update**

Mr. Gray provided a handout and briefed the subcommittee that there were several recent newspapers regarding scheduled serviced started at Scottsdale. He added from a technical standpoint it is scheduled, but it was scheduled FAR Part 135, which is air charter, not FAR Part 121, which is air carrier or commercial service. He added the concern was there wasn't any screening process similar to Sky Harbor, however, this isn't required under FAR Part 135, unless the aircraft is over 12,500 and it would come under the new TSA 12,500 rule. Mr. Gray stated they contacted each of the based charter companies and asked them how many flights they did per month, how many enplanements, and what security measures they took. He added most would not respond and the others used the TSA list. Mr. Gray then advised the subcommittee whom the top five charter operators were at Scottsdale and those who operated as transient charters.

Councilman Lane inquired if there is any criteria or evaluation process for those applying to do charter service at Scottsdale. Mr. Gray responded they have a process in place for based charter operators, which are the Minimum Operating Standards, and require ratification of an Aeronautical Business Permit by the Airport Commission, however, transient operators do not have to go through that process.

Chairman Littlefield stated that the permit process is a business not security permitting process, however, we cannot be discriminatory in the permitting process and have to open the airport to all operators assuming they meet the appropriate requirements.

Mr. Gray noted that Williams Gateway installed a magnetometer and X-Ray machine and had to put it in storage because the TSA put in their own equipment. He added they have some interest in acquiring that equipment to have available at Scottsdale if any of the entities here wish to use it.

## **8. Proposed Scheduled Service**

Mr. Gray stated there were a couple of entities interested in providing scheduled service at Scottsdale. However, since then, they all have received a letter saying one of the entities is no longer pursuing the process. He added they all have also received a letter from Mike Donahoe representing Scottsdale Express/Scottsdale Skys who indicated he is going to continue down that path. Mr. Gray added since those memos went out, a representative of Embraer was at Scottsdale to look over the facility at Mike Donahoe's request.

Mr. Gray advised they have also arranged for an FAR Part 139 inspection from the FAA as a precursor to actually applying to see if they can identify any "red flags" at the facility that may need to be addressed or if we need to tell potential operators that we may need more time to get the facility ready. Mr. Gray advised that if scheduled service providers have aircraft over 30 seats, TSA presence is required and we'd be basically like Sky Harbor. However, we would still have our weight limit restriction of 75,000 lbs. Mr. Gray advised the subcommittee the runway widening was done for safety reasons, not to accommodate larger aircraft.

Mr. Gray added before they move forward with scheduled service they would write a Minimum Operating Standard which they will adopt to require them to do certain things, operating hours, etc.

**9. H.M.M.H./Kaplan Kirsch & Rockwell's Stage 2 Initiative**

Mr. Gray provided handouts that H.M.M.H. sent. He advised the subcommittee that H.M.M.H. is the firm that worked on the 150 Study and whom also did the Naples study. In addition they are working with a coalition to nationally address the Stage 2 concerns. Mr. Gray stated the Kaplan Kirsch & Rockwell firm was the legal firm that worked with Naples and had also worked with Scottsdale during Northwest 2000.

Mr. Gray stated what they are proposing is creating a coalition to lobby Congress to pass a law similar to what they did for Stage 2 elimination for commercial fleets. He added they are asking for a commitment of \$50,000, not up front, but as they move through the process. Mr. Gray stated the airport is a member of a group called Sound Initiatives, which is an airport group and includes a number of airports across the country that are doing something similar and has no financial commitment at this time.

Mr. Gray stated that H.M.M.H. is a good firm and worked on our current FAR Part 150, as well as Naples FAR Part 161. Mr. Gray encouraged the two groups to join together, as they certainly all agree that the only way Stage 2 aircraft will go away overtime is through federal legislation. Mr. Gray stated he met with a representative from Sound Initiatives and it does not sound like the two groups will merge.

Mr. Gray stated there are about 7 or 8 based Stage 2 airplanes at Scottsdale, but on any given month they have anywhere from 30 – 80 transient Stage 2 landings. He added other than retired military jets, they typically do not get any Stage 1 aircraft. Mr. Gray added although they do not have a large percentage of Stage 2 aircraft, they are certainly willing to work with and support however they can the airport industry to help move this issue along. Mr. Gray stated he believes there will eventually be some legislation, however, it may occur after most of the Stage 2 aircraft will have been gone through attrition. Additional lengthy discussion ensued regarding alternate methods of quieting Stage 2 aircraft, and the technology and expense associated with the new technology and avionic modifications and upgrades.

**10. Pilot/Community Outreach Program Update**

Mr. Gray advised the subcommittee that they periodically provide on their pilot/community outreach efforts, and that he would be glad to update them if there were any questions or concerns. There were none brought forward at this time.

**PUBLIC COMMENTS**

None.

**SUBCOMMITTEE COMMENTS**

None.

**ADJOURNMENT**

The meeting was adjourned at 6:21p.m.

Respectfully submitted,

D. Maggiola  
Administrative Secretary



**COMMISSION ACTION REPORT**  
**TO:** Airport Advisory Commission  
**FROM:** Airport Staff  
**SUBJECT/PROJECT NAME:** Approval of Minutes.

**Agenda Item No.:** \_\_\_\_

**Meeting Date:** 03/16/05

**Staff Contact:** Scott Gray, C.M.

**Phone:** (480) 312-7735

## **ACTION**

Review and approval of the Minutes of the Airport Advisory Commission Meeting of January 12, 2005.

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

Attachment(s): (1) Draft Minutes of the January 12, 2005 Meeting

Action  
Taken



**SCOTTSDALE AIRPORT ADVISORY COMMISSION**  
**Wednesday, January 12, 2005**  
**Airport Terminal Building**  
**15000 N. Airport Drive, Scottsdale, AZ**



Airport Advisory Commission

Donald Maxwell, Chairman

Leonard Tinnan, Vice Chairman  
Philip Vickers  
Fred Madanick

Bill Mack  
Tom Guilfoy  
Mike Osborne

**MINUTES**

**CALL TO ORDER**

Chairman Maxwell called the meeting to order at 6:00 p.m.

**ROLL CALL**

Roll call confirmed all members present.

**MINUTES**

**1. Action**

Approval of the December 8, 2004 Meeting

Vice Chairman Tinnan made a motion to approve the minutes of the December 8, 2004 meeting. Commissioner Mack seconded the motion and the minutes were approved by a vote of 7-0.

**PUBLIC COMMENT**

None

**AERONAUTICAL BUSINESS PERMIT(S)**

**2. Information**

Aeronautical Business Permit Additions, Cancellations, or Revocations

**GENERAL BUSINESS**

**3. Action**

Election of Officers

Commissioner Mack made a motion to nominate Vice Chairman Tinnan as Chairman. There were no other nominations. Vice Chairman Tinnan was elected Chairman.

Commissioner Madanick nominated Bill Mack as Vice Chairman. There were no other nominations. Commissioner Mack was elected Vice Chairman.

Newly elected Chairman Tinnan suggested that former Chairman Maxwell continue to act as Chairman for the remainder of this meeting.

**4. Action**

Review and Recommend Changes to the Airport Advisory Commission By-Laws

Chairman Maxwell asked if any of the Commissioners had any recommended changes to the By-Laws. He advised each of the Commissioners to study the By-Laws and bring this item back as an informational item at the next meeting. Commissioner Mack asked if staff had any suggestions.

Mr. Scott Gray responded that staff has reviewed the By-Laws and has no issues as to how they are written. He added the item is added to the agenda once annually to allow Commission discussion. However, if the Commission has no issues, staff is in agreement. Therefore, no changes were recommended at this time.

**5. Action**

Consider Adoption of Resolution No. 6609 Authorizing Intergovernmental Agreements 2005-009-COS and 2005-010-COS with the Arizona Department of Transportation (ADOT) to provide Design Concept Reports for Security Lighting Upgrades and the Airport Entrance Road and Parking Lot

Mr. Gary Mascaro described the specifics of the work that will be performed with funding from this ADOT Grant and the Airport Enterprise Fund and what the Design Concept Reports entail. He asked if there were questions from the Commission and there were none.

Vice Chairman Mack made a motion to Adopt Resolution 6609 authorizing Intergovernmental Agreements 2005-009-COS and 2005-010-COS with ADOT. Commissioner Osborne seconded the motion and it passed by a vote of 7-0,

**6. Action**

Approval of Proposed Changes to the Airport and Airpark Rules and Regulations

Mr. Gray stated this item was tabled from the November 17, 2004 Commission meeting at the request of a tenant to allow more time to provide additional input to staff. Mr. Gray added that the documents had been brought to the October 20, 2004 Commission meeting and comments received at that meeting were incorporated into the documents brought to the November 17th meeting, with the exception of a couple of items that did not seem necessary.

Mr. Gray stated items specifically addressed were the aircraft access gate device, and the state registration requirement, which were discussed in both prior Commission meetings. Mr. Gray stated staff did not receive any additional input following the October and November meetings, however, they did receive an additional request from Mr. John Meyers on January 3, 2005 asking for additional extension because the SNAPOA and an ad hoc committee has hired an attorney to assist them. He added the item has remained on this agenda as Chairman Maxwell indicated it is the prerogative of the Commission to act or not. Mr. Gray asked if the Commission would like him to discuss the recommended changes or whether they wish to postpone discussion on this issue.

Chairman Maxwell stated there are two items he has some objection to. One is the proof of insurance, and the other concerns the FAA registration documentation. Chairman Maxwell questioned if the City is named as additional insured, is it something that everyone would get automatically from their insurance carrier without an additional charge. Mr. Gray advised Chairman Maxwell that Mr. Myron Kuklok the City's Risk Management Director was present to address those specific questions.

Mr. Kuklok advised the Commission that they have been trying for several months to acquire certificates of insurance, including the additional insured portion, which is the powerful piece of it that protects the City in its passive role as owner of the airport premises.

Mr. Kuklok stated they have identified 86 aircraft that have tiedown agreements directly with the City. Mr. Kuklok noted that of the 86 aircraft, they have obtained 53 certificates of insurance with the additional insured endorsement. In his opinion, if the Commission passes the rule change, they would have little or no hardship in getting the remaining individuals to acquire the insurance naming the City as additional insured.

In response to Chairman Maxwell's question if the City would subsequently require them to carry one million dollars of coverage, he stated since they review the insurance requirements annually along with Airport staff, they could conceivably come up with that requirement, as some of the other airports that require insurance do. However, they have chosen not to do that and he stated of the 53 responses they've had only one or two of them do not carry a million dollars of insurance.

Chairman Maxwell asked why they do not have the same requirement for vehicles that drive on the airport. Mr. Kuklok stated in his opinion, aircraft can do more damage than vehicles, however, it is possible they could require them to evidence of insurance sometime in the future. But right now they are taking it one step at a time and in his judgment the priority now is for the aircraft to obtain financial responsibility for operating on the airport. In addition, the state requires certain minimum insurance coverage with the vehicle license plate so there is already an element of regulatory insurance for vehicles in that aspect, although the state is not an additional insured.

Mr. Kuklok stated that they have been looking at this issue for about three to four years and they finally decided to implement it because they now have the staff capacity to carry out the administration. He believes that more small airports are implementing similar requirements.

Chairman Tinnan inquired how to they deal with those who do not comply and assert since the transient aircraft are not required to comply why should they. Mr. Kuklok advised it is a practical issue since they can identify the based tie down operators and have no way to identify the transient aircraft, even though it accounts for 50 percent of the traffic. He added they focus only on what they can now reasonably administer and it would take unreasonable measures to institute it for transient aircraft. Mr. Kuklok added the City is not looking to put anyone out of business through increasing insurance costs, but they are looking at practical financial prudence to protect the City.

Vice Mayor Bob Littlefield stated Scottsdale is already a bureaucratized and difficult airport and in light of the fact that no one has actually demonstrated a need for this, other than it just might be in the good idea category, he would urge the Commission to reject the extra requirement and he believes it is unnecessary, puts another burden on the tenants, and it's unfair because it can't be enforced with transients who make up a substantial portion of the operations.

Commissioner Vickers stated he disagreed with Vice Mayor Littlefield and his assessment, and with Chairman Maxwell, and that the Airport is a City asset and is owned by the taxpayers of the City of Scottsdale and they have to take responsible measures to eliminate as many potential financial risks as possible that might occur to City property as well as the property of others who operate on the airport. Commissioner Vickers added that in his conversations with Lieutenant Duggan of the Scottsdale Police Department, it is the intent of the police department at some point to have full-time presence, 24-hours a day, on the airport property. He added if that occurs that provides for enforcement capability, which in his opinion should go beyond the local based aircraft and require it for all pilots that operate in and out of Scottsdale Airport.

Chairman Maxwell said the City police do not have the authority here to enforce the Airport Rules and Regulations and their authority is on City ordinances and state statutes. He added it is the responsibility of the staff to enforce the Airport Rules and Regulations. Commissioner Vickers stated he disagreed since a sworn officer within the State of Arizona can enforce the City and state statutes anywhere in the state.

Vice Chairman Mack asked what the insurance parameters were for rental vehicles that come on airport property and if they carried the additional insured endorsement. Mr. Kuklok responded that there was not a requirement for them. Vice Chairman Mack asked if it would be required for a rental aircraft. Mr. Kuklok responded only if it had a direct tiedown agreement with the City. Mr. Kuklok added that the FBO's are required to carry the insurance naming the City of Scottsdale as additional insured and require that from the tenants they have a direct agreement with.

Commissioner Madanick asked if it was the aim of Risk Management to drive out the small airplane operator. Mr. Kuklok responded the ultimate aim of his department is to protect the City. They address financial exposures and financial impacts with the taxpayers.

Mr. Paul Jones, Airport Commissioner from Flagstaff, stated before the Commission that they are dealing with the same problem. He advised the Commission that the FAA says if you apply a rule such as this, that you have to apply it to everyone on the field or you are discriminating and they have very precise rules on discrimination. If someone were to take them to court over this issue, and you were found to be discriminating, all your federal funding would cease. Mr. Jones stated if someone is going to sue you, they are going to sue you regardless and nothing will have been done other than making people pay more money for insurance. He added they have to remember this an Airport under the Federal Aviation Administration and you do not have a lot of say about what you can do or rules you can institute without the risk of losing your funding.

Chairman Maxwell asked if a lot of people were getting the insurance on a volunteer basis. Mr. Kuklok responded that was correct. Chairman Maxwell added they have a fairly effective noise abatement program that is voluntary so is there a real need to have a regulation which would force someone off the airport if they did not want to comply. Mr. Kuklok responded that was a difficult question because if you have no power to enforce, it is very difficult to administer and becomes untenable and probably not worth doing.

Chairman Maxwell stated if you are going to put in a regulation or a meaningful law, then there should be a justifiable need for it and he has not heard a justifiable need at the present time. Mr. Kuklok stated he would consider the justifiable need that for every aircraft owner on the field prove financial responsibility by securing insurance. You want them to verify they have a third-party insurer that they can step up to a claim in case they cause liability damages to the City, City property, another aircraft owner or to the general public.

Commissioner Madanick noted the FAA does not require owners to have insurance on their aircraft so why should they make it a requirement here, especially if you can't enforce it. Mr. Kuklok stated they had it passed it by the legal department to see if it was proper. Initially, they did not indicate it was improper and they were not discriminating, but merely doing it to a class or category of people that they could address.

Mr. Gray interjected that the insurance requirement isn't an issue that the staff is either supportive of or not. It is a Risk Management issue. Staff would only help to facilitate getting the information to Risk Management and get their approval to give or not give a tiedown to an aircraft owner based on whether they've met their requirements.

Chairman Maxwell stated he had public comments from Arv Schultz, Dave O'Neil, and Hugo DiGiulio.

Mr. Arv Schultz, President, Arizona Pilots Association, stated the insurance issue has come up in many cities and some have placed the rules into effect and others have rejected them such as Camarillo, California who had an attorney tenant who threatened to sue the City if they tried to enforce the rules. He added the FAA does not require insurance and the issue is discriminatory. And the one million dollar limit is not available to everyone, for example, someone who has less than 1,000 hours, or an ultra light. Therefore, it would be discriminatory for the City to force those who could not obtain the insurance to leave. Mr. Schultz stated his organization feels this is an issue that should not be and cannot be enforced.

Chairman Tinnan asked Mr. Schultz what percentage of his organization carries liability insurance. Mr. Schultz stated he does not have any statistics but believes the number of members who do not carry insurance is very small.

Commissioner Guilfooy stated he is also an aviation insurance agent and stated some companies will name additional insured without charge and others will. He added aviation insurance in general is discriminatory because the requirements of hours of flying experience.

Commissioner Vickers stated they are talking about City of Scottsdale, Airport Rules and Regulations that the City of Scottsdale can legally adopt and the FAA has no jurisdiction over the rules that they adopt which concern what transpires on the ground at Scottsdale Airport. He added it is an FAA-funded airport because they accept grants, but it is not an FAA airport, as Mr. Jones inferred. Commissioner Vickers stated if what they say in the discriminatory area is correct, then they are discriminating against our FBO's by requiring them to post evidence of insurance in their lease provisions so they are already discriminating, and what they are doing is bringing it together on a level playing field. And if you can afford to fly a \$50,000-\$70,000 airplane you ought to be able to afford to pay \$10,000 worth of insurance before flying.

Mr. DiGuilio, Scottsdale resident, is a pilot/owner with a tiedown at Scottsdale Airport. He said he has over 6,500 flying hours and wanted to correct two mis-statements of fact. One, where the requirements of having City of Scottsdale on the insurance policies last spring, third paragraph, "this proposal does not set forth any minimum required insurance amounts, but it does require you to name the City of Scottsdale as an additional insured on your current aircraft liability insurance policy." Mr. DiGuilio stated the second fact in the April 21<sup>st</sup> Joint Commission meeting, section 11, 7<sup>th</sup> paragraph, "Mr. Kuklok stated that they haven't established any minimum level but feel that the operators would want to carry an amount to cover their assets without them having to set a minimum." (A volunteer program.) He added, "some insurers charge additional fees to have the City named as additional insured." Mr. DiGuilio stated the problem with the Risk Management Department is strictly to shift the cost away from Risk Management to individual owners of airplanes at the Airport and has nothing to do with changing any liability in settlement of a court case. Mr. DiGuilio then proceeded to give sample scenarios of what could be expected in aircraft accident liability issues and what would happen in a court of law. Mr. DiGuilio then gave a lengthy explanation of the costs associated with liability insurance requirements.

Mr. Gray stated as part of their pilot/community outreach program they are going to require the based operators to watch a video to help them understand airport security as well as the noise abatement program. He stated they can require their based aircraft operators to do that and the FAA has approved it because they have a contract with us, the airport has a right to do that. They do not have the rights to require the transient operators to do that, even though they will provide them the opportunity to view it if they wish, they cannot require them to and this is probably similar to the insurance issue. Mr. Gray stated he wanted to ensure the Commission understood that staff is aware of discriminatory practices and does not believe that what they are asking is a discriminatory practice, however, the Commission can do what they want with the insurance issue.

Mr. Gray added he wished to cover Item 2.6, the aircraft registration. They had additional discussion in November and the language was changed to say, "Remit federal aircraft registrations." Mr. Gray stated they are required to supply their based aircraft list to the State of Arizona on a regular basis. He added they want to have documentation of who is the registered owner of an aircraft is along with the permitting process. Mr. Gray also noted the long waiting lists for hangars and T-shades at the airport and they want to ensure only the registered owner's aircraft is in the rented space.

Chairman Maxwell wanted to know if it was a needed requirement or just another regulation. Mr. Gray responded that this allows staff to have the ownership/registration documentation up front and eliminate staff time in determining ownership afterwards.

Chairman Tinnan asked if in the whole set of rule revisions proposed for the Airport, there are probably no more than six or eight substantive revisions, and yet Mr. Meyer's organization has hired an attorney. He wanted to know what was in the proposed changes that they feel it necessary to seek legal assistance.

Chairman Maxwell stated it had nothing to do with what they were discussing tonight, but has to do with the letter the Aviation Director sent to the users on proposed regulations that will be brought to the Commission at a later date for their review and comment. Mr. Gray responded that they have not received a specific of what their issues were with the documents that were provided to the Commission, other than the comments received during the October and November Commission meetings, and those items have been corrected.

Chairman Tinnan wanted to know what Mr. Meyer's organization's letter specifically addresses. Mr. Gray stated he received an e-mail from Mr. Meyer's, dated January 3 and stated that an Airpark ad hoc committee was formed to review the changes to the Airpark Rules and Regulations, and that they have decided to retain the services of an attorney, Mr. John Berry. The e-mail advised that no action be taken until Mr. Berry has had the chance to review and become familiar with the issues, i.e., security, insurance, aircraft N-numbers, and other items that remain a concern of the committee. Mr. Gray added he was also advised in the e-mail that Mr. Berry and the ad hoc committee will be reviewing the Airpark fuel flowage issue and that they would provide staff with their recommendations.

Chairman Maxwell stated in a telephone conversation with Mr. Berry, he was informed that he would not be commenting on any of the issues tonight, but would be commenting on the fuel flowage issue. Chairman Maxwell added he is frustrated with the frequent delays concerning these issues.

Mr. Gray stated he wished to discuss Section 4-2 as there are some additional modifications that they need to add, but rather than do it at this meeting, he would like to request that the proposed changes to Section 4-2 be removed and staff will provide them at a later date. He added it has primarily to do with the vehicle control plan and they want to give everyone an ample opportunity to review and discuss. Chairman Maxwell and Commission were in agreement to postpone the Section 4-2 proposed changes.

Mr. Dave O'Neil stated he was going to make a comment on the insurance requirement issue, but felt the other speakers had covered it.

Chairman Tinnan stated they have focused most of their attention in the past hour and a half on the insurance issue and he would like to ask if there is anyone on the Commission or in the audience if they have any objections to any other aspect of the proposed revisions. For example, Section 5-16, Fueling of non-aviation vehicles, which simply says it is prohibited. If there are no objections, everything else, besides the insurance issue and FAA documentation or Section 4-2, is there any reason we should not move ahead with the approval of those. There were no objections, however, Chairman Maxwell suggested they could withdraw Section 2-6 and Section 4.2 and considers them separately. Chairman Tinnan said he is suggesting they table Section 2-6, paragraph B.2 and B.3 that deals with the insurance issue and the remittance of the federal documentation, and that they table the changes to Section 4-2 and approve the remainder.

Vice Chairman Mack made a motion to accept the proposed changes to the Airport Rules and Regulations deleting Section 2-6, Aircraft Parking; and Sections B.2 and B.3; and Section 4-2, licensing and registration. Commissioner Osborne seconded the motion. The motion was passed by a vote of 6-1 with Commissioner Vickers opposed.

Chairman Tinnan made a motion to approve the proposed changed to the Airpark Rules and Regulations with the deletion of the reference to aircraft federal documentation, Section 204.(A). Commissioner Mack seconded the motion and it passed by a vote of 6-1 with Commissioner Vickers opposed.

Mr. Gray stated that at the last meeting Commissioner Osborne brought up a way to do a notice of proposed rule making similar to what the FAA does. Mr. Gray provided a draft of what the intent would be that gives an example of what they are talking about and which they will send out and will have a link to the website. Their intent is to send it out one month following the previous Commission meeting for any proposed rule changes, which would allow approximately 30-days to get input from the users and bring it to the next Commission meeting as an informational item to receive additional input and indicate the comments received, and then bring it forward as an action item at the following meeting. Mr. Gray stated the notification process would be added to Chapter Five when it comes forward with additional changes.

## **7. Information**

### **Airport Environmental Compliance Update**

Ms. Jennifer Lewis updated the Commission on Airport Environmental Compliance and provided a list summarizing the airport's various efforts to-date. Ms. Lewis expressed her gratitude to the airport tenants and users for their cooperation in maintaining environmental compliance at Scottsdale Airport.

Ms. Lewis described the airport's Storm Water Prevention Plan (SWPP) and noted that in 2004 there were significant changes and eventual rewrite of the SWPP. Ms. Lewis briefed the Commission on the major changes and the Best Management Practices. She advised the Commission that copies of the plan are available if anyone requests one, and it is also available on the website.

Ms. Lewis stated they have added a component to the annual hangar inspections, which is to look for storm water issues. She noted environmental training was also provided to help educate users to assist them in complying with the SWPP and the Best Management Practices. Mr. Lewis stated the airport's battery collection program provided tenants with the opportunity to properly dispose of used batteries. She advised the Commission of the "Don't Dump Your Sump" program and the associated signage placed around the airport facilities to remind users of the proper method of sump disposal.

Ms. Lewis also advised the Commission that a Pollution Prevention Team has been formed. She added the team is comprised of a group of Scottsdale Airport tenants interested in maintaining discussion and determining easier ways for users to maintain their SWPP and comply with environmental regulations. Ms. Lewis noted that many of the airport tenants and users are very conscientious about the environmental compliance.

Ms. Lewis briefly reviewed some of changes made to the Rules and Regulations that came before the Commission earlier in 2004 and which clarified some of the rules pertaining to aircraft washing as well as wastewater disposal. She added that effort has been successful and they have received some feedback from people who now understand what is required of them, and what they can or cannot do. Ms. Lewis also noted the fuel spill prevention control counter measures, and stated that under the EPA if you have certain amounts of petroleum products stored, there are rules and a plan that has to be complied with. She added staff worked with the FBO's and other fuel handlers here to share the information to assist them in complying with the EPA requirements.

Ms. Lewis stated that 2005 will be a busy year in the airport's environmental and they are preparing for an airport clean-up day in February, which was an idea that came out of one of the Pollution Prevention Team meetings. Used batteries and tires will also be included in the cleanup day program, and they expect to continue the program annually, along with environmental training. Ms. Lewis noted the February and March dates for the environmental compliance activities, training, and meetings that will take place at the airport.

Chairman Tinnan inquired if the environmental efforts were extended to the Airpark. Ms. Lewis replied that they were only related to the Airport, however, the City has hazardous waste collection program, but was not sure of the City's policy for commercial versus private resident collection. Ms. Lewis stated that as an airport they are considered an industrial site and therefore have to comply with ADEQ regulations. However, other private businesses in the Airpark would have their own industrial site rules that they have to comply with.

Mr. Gray interjected that the City's waste collection service is only for residents, not for commercial businesses who have to pay a service to dispose of their hazardous materials. However, as an airport, we provide the service to our tenants, but they cannot go onto the Airpark private property and bring hazardous materials from the Airpark onto Airport property.

Mr. Gray advised the Commission that they did have a tenant who was not responsive to staff's letters concerning compliance and subsequently staff issued them a civil citation. In City Court the party had to pay nearly \$1,000 in fines for dumping sump violations.

## **OPERATIONS UPDATE**

### **8. Information**

#### **Review of Airport Operations for December 2004**

Mr. Chris Read provided the Commission with a review of operations for December 2004.

## **MEETING SCHEDULE**

### **9. Action**

Review/Modify 2005 Meeting Schedule

Mr. Gray noted the February Commission meeting will be a joint meeting with the City Council Subcommittee on Regional Aviation Issues, which will be held at the Airport, and which will include a presentation on the Part 150 Study, which will be an action item, however, there will be an opportunity for the Commission and Council Subcommittee to ask questions. Mr. Gray added the Part 150 Public Hearing and Workshop has been scheduled for January 27<sup>th</sup>.

Chairman Tinnan noted the September 8 date is incorrect and it should read September 14<sup>th</sup> since that is the second Wednesday of that month.

## **PUBLIC COMMENT**

Mr. Dale Rittenhouse spoke concerning a piece of property off of 80<sup>th</sup> Street that his firm has a plan to develop. He stated the property has access to a taxiway and also potential for direct access to the runway and would interfere with tiedowns that currently exist. Mr. Rittenhouse stated that according to Mr. Gary Mascaro there is no other place for the tiedowns to be moved, which would result in a loss of tiedown space. Mr. Rittenhouse stated he would like to poll the Commission for approval of his plan.

The Commission stated they could not consider action on his request as it is not an item on this agenda.

## **DIRECTOR'S REPORT**

Mr. Gray reiterated the information on the Part 150 Public Hearing and Workshop.

## **ITEMS FROM THE COMMISSION**

None.

## **ADJOURNMENT**

The meeting was adjourned at 7:50 p.m.

Respectfully submitted,

D. Maggiola  
Administrative Secretary

**COMMISSION ACTION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Ratification of Airport Aeronautical Business Permit for Alliance Aircraft Services, LLC**Agenda Item No.:** \_\_\_\_**Meeting Date:** 03/16/05**Staff Contact:** Matt Johnson**Phone:** (480) 312-8475**ACTION**

Ratification of Airport Aeronautical Business Permit for Alliance Aircraft Services, LLC to provide aircraft leasing and rental services at Scottsdale Airport.

**PURPOSE**

Pursuant to Scottsdale Revised Code, Chapter 5, Article 3, commercial aeronautical activity conducted on the airport requires a valid Airport Aeronautical Business Permit. In addition, the Airport Minimum Operating Standards outlines the process for obtaining such a permit. Alliance Aircraft Services, LLC has requested an Airport Aeronautical Business Permit to provide aircraft leasing and rental services at Scottsdale Airport.

**APPLICANT(S)**

Mr. Guy Milanovits, Managing Partner  
Alliance Aircraft Services, LLC  
15041 N. Airport Dr., Suite #113  
Scottsdale, AZ 85260  
(602) 339-4320

**KEY CONSIDERATIONS**

- Alliance Aircraft Services, LLC has provided the appropriate documentation as required in the Airport Minimum Operating Standards.
- Insurance requirements have been met, naming City of Scottsdale as additional insured.
- Alliance Aircraft Services, LLC is currently using one (1) tiedown.
- Alliance Aircraft Services, LLC has a one-year Revocable License Agreement, dated December 27, 2004 for office space in the Aviation Business Center.
- The associated fees are anticipated to generate approximately \$2,532.00 in annual revenue to the Aviation Enterprise Fund.

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

Attachment(s): (1) Completed Airport Aeronautical Business Permit Form

Action  
Taken

**SCOTTSDALE AIRPORT  
AERONAUTICAL BUSINESS PERMIT**

*(Required to conduct commercial aeronautical activity on the airport)*

Business or activity to be conducted (Check all that apply):

- |   |  |
|---|--|
| <input type="checkbox"/> Aircraft Charter Services                                    | <input type="checkbox"/> Aircraft Washing Service          |
| <input checked="" type="checkbox"/> Aircraft Leasing or Rental Services               | <input type="checkbox"/> Hangar/Shade Leasing Services     |
| <input type="checkbox"/> Aircraft Maintenance and Repair Services                     | <input type="checkbox"/> Flight Training Services          |
| <input type="checkbox"/> Aircraft Management  | <input type="checkbox"/> Fixed Base Operator               |
| <input type="checkbox"/> Aircraft Sales Services                                      | <input type="checkbox"/> On-Airport Rental Car Concession  |
| <input type="checkbox"/> Aircraft Mobile Maintenance and Repair Services              | <input type="checkbox"/> Off-Airport Rental Car Concession |
| <input type="checkbox"/> Specialized Aircraft Repair Services (list service) _____    |  |
| <input type="checkbox"/> Specialized Commercial Flying Services (list services) _____ |  |
| <input type="checkbox"/> Other _____  |  |

*These activities are limited to the airport by ordinance. Please refer to the Airport Minimum Operating Standards for further information on each type of business.*

Applicant: Alliance Aircraft Services

Authorized Representative: Guy Milanovits Title: Managing Partner

Business Address: 15041 N. Airport Rd #113

City, State, Zip: Scottsdale, AZ 85260

Calling Address: 14290 E. Cheryl

City, State, Zip: Scottsdale, AZ 85259

Phone: (work): 480-312-2765 (fax): 480-614-1166 (emergency): 602-339-4320

Email Address: AllianceAircraft@msn.com

*The Applicant hereby requests the above action(s) from the city for the privilege of conducting commercial aeronautical activities on the airport and/or in the airpark, and in consideration of this request being granted agrees to the following:*

- ( **FEE PAYMENT:** The Applicant agrees to pay all applicable monthly fees on time by the twentieth (20) day of each month, and all required fee including late fees, interest and penalties without deduction of any kind.
- ( **PERMIT LIMITATIONS:** This permit may not be assigned or transferred, and is limited to only the approved business activity listed above.
- ( **INFORMATION CHANGES:** The Applicant shall notify the Airport Administration Office in writing within fifteen (15) days of any change to the information provided on this form.
- ( **INDEMNIFICATION:** The Applicant shall indemnify the city pursuant to Chapter 5 of the Scottsdale Revised Code.
- ( **COMPLIANCE WITH THE LAW:** The Applicant shall comply with all applicable laws, ordinances, rules and regulations.

*The undersigned representative certifies he/she is authorized to sign for the business and acknowledges receipt of a copy of this permit.*

Guy Milanovits  
Authorized Representative's Signature

1-10-05  
Date signed

Return Original To: 15000 North Airport Drive, Suite 200, Scottsdale, AZ 85260

\*\*\*\*\* Airport Administration Use Only \*\*\*\*\*

*Indicate documents provided to applicant*

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> City Code - Chapter Five            | <input type="checkbox"/> Airpark Minimum Operating Standards |
| <input type="checkbox"/> Airpark Rule and Regulations                   | <input type="checkbox"/> Airport Wingspan Restriction Map    |
| <input checked="" type="checkbox"/> Airport Rules and Regulations       | <input type="checkbox"/> Receipt for Payment of Fees         |
| <input checked="" type="checkbox"/> Airport Minimum Operating Standards |  |

*Attach copies of applicable documents*

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Lease/License agreement       | <input type="checkbox"/> FAA Certificates                          |
| <input type="checkbox"/> Sublease agreement                       | <input checked="" type="checkbox"/> Certificates of Insurance      |
| <input checked="" type="checkbox"/> Airport Driver/Vehicle Permit | <input checked="" type="checkbox"/> Business/Privilege Tax License |

\*\*\*\*\*

AIRPORT DIRECTOR'S COMMENTS

No stipulations

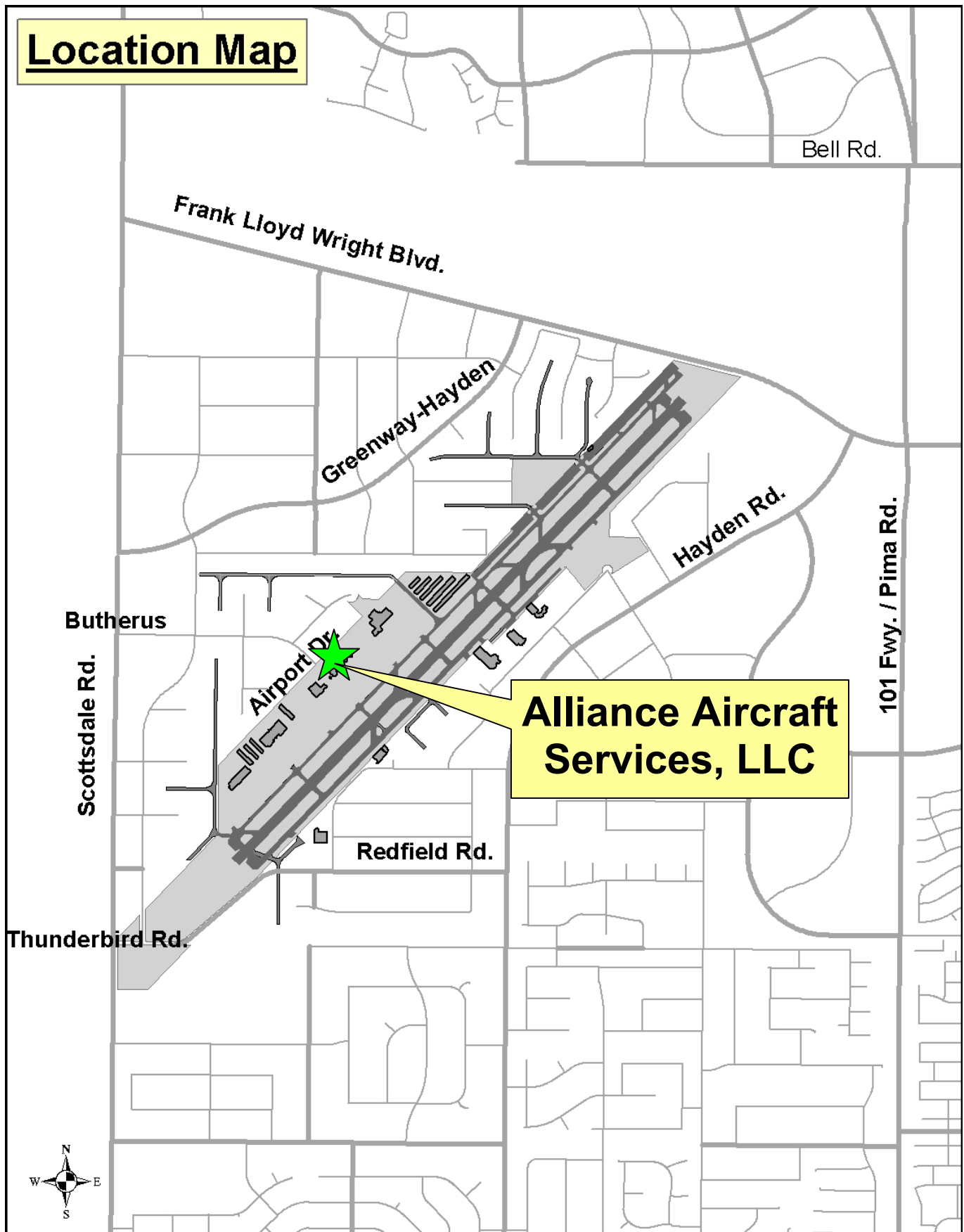
Approved by

  
Airport Director (or designee)

1/26/05  
Date signed

AIRPORT ADVISORY COMMISSION'S COMMENTS

## Location Map



**COMMISSION INFORMATION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Airport / Airpark  
Aeronautical Business Permit Additions, Cancellations,  
and Revocations.**Agenda Item No.:** \_\_\_\_**Meeting Date:** 03/16/05**Staff Contact::** Matt Johnson**Phone:** (480) 312-8475**INFORMATIONAL**

Review of Airport and Airpark Aeronautical Business Permit Additions, Cancellations, and Revocations.

**PURPOSE**

Per the request of the Airport Advisory Commission, a report will be provided on a monthly basis indicating additions, cancellations, and revocations of Airport and Airpark Aeronautical Business Permits.

**KEY CONSIDERATIONS**

- Attached is a current monthly tenant list of permittees.
- List will provide what type of aeronautical activity the business is conducting at the Airport/Airpark and contact information.
- Any additions, cancellations, and revocations will be highlighted on the tenant list.
  - Green indicates a new permittee
  - Yellow indicates a cancellation
  - Red indicates a revocation

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

Attachment(s): (1) Current Permittee List

**Airport / Airpark Permittees and Major Tenants  
March 2005**

<b>BUSINESS NAME</b>	<b>ACTIVITY</b>	<b>LOCATED</b>	<b>PHONE</b>	<b>FAX</b>
AEROCARE	AIRCRAFT WASHING	MOBILE	480-513-4350	N/A
AERO JET SERVICES	AIRCRAFT CHARTER/MGMT.	AIRPARK	480-922-7441	480-922-8297
AIR COMMERCE CENTER	OFFICE/HANGAR RENTAL	ACC	480-483-1985	480-483-1726
AIR GOURMET SCOTTSDALE	IN FLIGHT CATERING	MOBILE	480-314-4688	480-314-4699
AIRPARK PARTNERS LLC	HANGAR/SHADE LEASING	AIRPARK	480-585-7234	480-443-1726
AIR SERVICES INTERNATIONAL	HELICOPTER MTC. AND REPAIR	AIRPARK	480-948-2150	480-443-4987
AJ'S FINE FOODS	IN-FLIGHT CATERING	MOBILE	480-563-5070	490-949-2835
ALAMO/NATIONAL CAR RENTAL	CAR RENTALS	TERM	480-948-4884	480-948-7444
<b>ALL NATIONS AIR</b>	<b>A/C CHARTER SERVICES</b>	<b>SFBO</b>	<b>480-998-8223</b>	<b>480-991-4246</b>
ARC AVIATION	A/C RENTAL/TRAINING/MGMT.	TERM	480-922-2723	480-922-5653
ARINC	AIRCRAFT MTC. AND REPAIR	SAC	719-550-8880	719-550-8883
ARIZONA FLIGHT WORKS	A/C LEASING/FLIGHT TRAINING	ACC	480-948-8017	480-948-9466
ARIZONA PIPER, LLC	A/C SALES SERVICES	SFBO	480-214-0440	480-214-0441
ARIZONA WING WAXERS	AIRCRAFT WASHING	MOBILE	480-354-8027	480-984-3047
AVIATION DREAM WORKS INC	A/C SALES & MANAGEMENT	AIRPARK	480-998-4571	480-998-4572
AVIS RENT A CAR SYSTEMS INC.	CAR RENTALS	AIRPARK	480-948-4993	602-273-3215
B & R INVESTMENTS	HANGAR/SHADE LEASING	ACC	480-483-1985	480-483-1726
BAKER AVIATION, LLC	A/C LEASING & RENTAL SVCS.	ABC	480-419-6393	N/A
BALSON INVESTMENTS	HANGAR/SHADE LEASING	AIRPARK	480-922-9945	480-922-0839
BANCORP SERVICES	A/C SALES, MANAGEMENT & HANGAR/SHADE LEASING	AIRPARK	480-624-9017	480-624-9091
BARRON THOMAS	AIRCRAFT SALES	CJAC	480-951-6207	480-951-6229
BASHA'S INC./AJ'S FINE FOODS	IN FLIGHT CATERING	MOBILE	480-990-2484	480-949-2835
BATES FAMILY TRUST	HANGAR/SHADE LEASING	AIRPARK	480-443-8287	480-443-8385
BCO, LLC	HANGAR/SHADE LEASING	AIRPARK	480-922-0490	480-922-0839
BIG SKY, LLC	HANGAR/SHADE LEASING	AIRPARK	480-609-4300	480-609-4344
BLUE FIG, THE	RESTAURANT	TERM	480-948-8585	602-569-1296
BONESTEEL, JUNE	FLIGHT TRAINING	CJAC	602-569-0200	480-569-1296
BRAINWASH LLC	HANGAR/SHADE LEASING	AIRPARK	480-609-1109	480-609-1159
BRO, KENT & BETSY	HANGAR/SHADE LEASING	AIRPARK	480-948-8955	480-948-8645
BUDGET RENT A CAR	CAR RENTALS	AIRPARK	602-683-9244	602-267-9504
BUSINESS AIRCRAFT MGMT	A/C SALES, MGMT, CHARTER	AIRPORT	480-905-8659	480-905-9365
CANYON COUNTRY AVIATION	AIRCRAFT SALES & MGMT.	AIRPARK	480-948-2052	480-948-2062
CHALPIN FAMILY ENTERPRISES	HANGAR/SHADE LEASING	AIRPARK	480-951-9000	480-951-0991
CHEYENNE CHARTER, INC.	AIRCRAFT CHARTER SERVICES	AIRPARK	480-556-1527	N/A
COCKPIT RESOURCE MGMT.	FLIGHT TRAINING	ACC	480-948-8017	480-948-9466
CORPORATE JETS	FIXED BASE OPERATOR (FBO)	CJ	480-948-2400	480-948-3874
CORPORATE JETS AVIATION	OFFICE/HANGAR RENTAL	CJAC	480-948-2400	480-948-3874
CREATIVE AIR, LLC	HANGAR/SHADE LEASING	AIRPARK	480-483-1985	480-483-1726
DALLAS AIRMOTIVE	A/C TURBINE ENGINE REPAIR	AIRPARK	480-905-8788	480-905-8786
DESERT PEAK AVIATION	SPECIALIZED COM'L. FLYING	MOBILE	602-954-9264	602-954-9264
DUNCAN AVIONICS	AVIONICS REPAIR	SFBO	480-922-3575	480-951-9234
DYNASTY AIR, INC.	A/C CHARTER SERVICES	SAC	480-991-3027	480-483-1516
E & J AVIATION	AIRCRAFT MAINTENANCE	MOBILE	602-270-5250	602-840-5598
EAGLE PRODUCE LTD.	HANGAR/SHADE LEASING	AIRPARK	480-998-1444	480-951-1392
ELSE EMOFF LIVING TRUST	HANGAR/SHADE LEASING	AIRPARK	480-991-7272	480-483-7674
ENTERPRISE RENT-A-CAR	CAR RENTAL	AIRPARK	480-315-8051	480-315-1938
EXECUTIVE AIRCRAFT MTC.	A/C MAINTENANCE	SFBO	480-991-0900	480-991-3067
EXECUTIVE FLIGHT SERVICES	A/C SALES	ACC	480-922-8681	480-951-4868
EXTREME HOLDINGS, INC.	A/C MANAGEMENT	AIRPARK	480-922-8681	480-951-4868
FAA CONTROL TOWER	CONTROL TOWER	TOWER	602-640-2600	N/A

FLIGHTWORKS MAINTENANCE	A/C MAINTENANCE & REPAIR	ACC	480-348-0223	480-348-0226
FLIGHTWORKS EXECUTVE CHARTER, INC.	A/C CHARTER SERVICES	AIRPARK	480-348-0223	480-348-0226
FLYING SAGUARO PILOT SHOP	PILOT SHOP	ABC	480-948-8994	480-951-7594
FOUNDERS CORPORATE CTR.	HANGAR/SHADE LEASING	AIRPARK	480-922-0460	480-483-8409
GEMINI AIR GROUP	AIRCRAFT MANAGEMENT SVCS	AIRPARK	480-991-5387	480-991-3373
GRAND CANYON AIRLINES	SCENIC CHARTER TOURS	TERM	480-443-1927	480-443-1947
GRAYSTAR CORPRATION	HANGAR/SHADE LEASING	AIRPARK	480-483-1985	480-483-1726
GREENWAY HANGARS/SHADES	HANGAR/SHADE RENTAL	AIRPORT	480-990-1156	480-990-1156
HERTZ RENT-A-CAR	CAR RENTALS	TERM	480-609-6657	480-609-4318
JASON'S DELI	IN FLIGHT CATERING	MOBILE	480-443-3811	480-443-9718
JET PROS, LLC	CHARTER/BROKERAGE	MOBILE	480-444-2452	480-575-9920
JETS ONLY	AIRCRAFT MANAGEMENT SVCS	AIRPARK	602-549-4549	480-659-6051
JMC AVIATION	AIRCRAFT SALES	AIRPARK	480-315-0829	480-315-0863
JOC, INC.	HANGAR/SHADE LEASING	AIRPARK	574-232-8213	574-232-8223
L & B MANAGEMENT	HANGAR/SHADE LEASING SVCS	AIRPARK	480-483-1985	480-483-1726
LAUCHNER, J.B.	AIRCRAFT SALES	AIRPARK	480-348-0715	480-348-0713
MOBILE INN ASSOCIATES, LP.	HANGAR/SHADE LEASING	AIRPARK	480-483-1985	480-483-1726
NELSON, ROBERT	HANGAR/SHADE LEASING	AIRPARK	480-991-1085	480-991-2393
PACIFIC MARINE MANAGEMENT	HANGAR/SHADE LEASING	AIRPARK	360-653-4266	360-659-4216
PACIFIC REALTY HOLDINGS LTD.	HANGAR/SHADE LEASING	AIRPARK	480-951-1212	480-951-3027
PAMPERED PALATE, THE	IN FLIGHT CATERING	MOBILE	480-949-9004	480-949-9004
PAR DEVELOPMENT, LLC	HANGAR/SHADE LEASING	AIRPARK	480-483-1985	480-483-1726
PAULSEN HANGAR, LLC	HANGAR/SHADE LEASING SVCS	AIRPARK	480-991-5336	480-991-5537
PINNACLE AIR GROUP	AIRCRAFT MGMT & CHARTER	ACC	480-998-8989	480-922-6566
PINNACLE AVIATION	AIRCRAFT SALES	ACC	480-998-8989	480-922-6566
PLO PROPERTIES, LLC	HANGAR/SHADE LEASING	AIRPARK	480-948-3789	480-948-3610
PLUS 5 SPORT AERO	FLIGHT TRAINING	SFBO	602-971-3991	602-971-3896
PRAGMATIC AVIATION	HANGAR/SHADE LEASING	AIRPARK	480-515-1411	480-563-8959
QUANTUM HELICOPTERS	HELICOPTER TRAINING	AIRPARK	480-814-8118	480-814-8737
REMINGTON'S CATERING	IN FLIGHT CATERING	MOBILE	480-951-5149	480-951-5152
RUSSELL, ROBERT R. (RUSSCOR)	HANGAR/SHADE LEASING	AIRPARK	480-951-0055	480-951-2211
SABENA AIRLINE TRAINING	FLIGHT TRAINING	ACC	480-948-4515	480-443-8861
SALSMAN, CARL	AIRCRAFT SALES	ABC	480-951-6270	480-951-6272
SAWYER AVIATION TRAINING	A/C RENTAL & FLIGHT TRAINING	SFBO	480-922-5221	480-922-5341
SAWYER CHARTER SERVICE	SALES & CHARTER	TERM	480-922-2723	480-922-5653
SCOTTSDALE AIRCENTER	FIXED BASE OPERATOR (FBO)	SAC	480-951-2525	480-951-2595
SCOTTSDALE AIRPARK FUND II	HANGAR/SHADE LEASING	AIRPARK	480-609-3936	480-596-1951
SCOTTSDALE FBO	FIXED BASE OPERATOR (FBO)	SFBO	480-443-7205	480-948-3874
SCOTTSDALE FLYERS	AIRCRAFT CHARTER MGMT.	ACC	480-922-8681	480-951-4868
SCOTTSDALE HANGAR ONE	HANGAR/SHADE LEASING	AIRPARK	480-797-1522	480-659-6051
SCOTTSDALE HELICOPTERS INC	FLIGHT TRAINING	AIRPARK	480-451-0413	480-951-6287
SIMCON TRAINING CENTER	SPECIALIZED FLIGHT TRAINING	AIRPARK	480-905-3040	480-951-2709
SKY PEAK LLC	HANGAR/SHADE LEASING	AIRPARK	480-483-8107	480-483-8172
SOMETHING SPECIAL CATERING	IN FLIGHT CATERING	MOBILE	480-595-8512	480-575-9218
SONORAN CHARTERS LLC	AIRCRAFT CHARTER	AIRPARK	480-998-4849	480-998-4628
SOUTHWEST FLIGHT CENTER	TRAINING/RENTALS, MAINT/REP	ABC/APK	480-991-2880	480-991-2968
SOUTHWEST JET AVIATION	A/C SALES, CHARTER, MGMT.	AIRPARK	480-991-7076	480-991-8511
SOUTHWEST JET CORP. CENTER	HANGAR/SHADE LEASING	AIRPARK	480-991-7076	480-991-8511
SWIFT AVIATION SERVICES	MTC/REPAIR, AVIONICS	MOBILE	602-273-3770	602-244-2076
TANGO2 AVIATION, INC.	A/C LEASING/RENTAL/TRAINING	ABC	602-708-2040	N/A
TELESPECTRA, LLC	HANGAR/SHADE LEASING	AIRPARK	602-274-5718	602-882-8192
THUNDERBIRD PROPERTIES	HANGAR/SHADE LEASING	AIRPARK	480-998-7476	480-998-9390
TURBO NATIONAL	AIRCRAFT SALES	SAC	480-948-1993	480-991-2363

UNIVERSAL HELICOPTERS INC.	TRAINING, LEASING/PHOTO	CJAC	480-951-6283	480-951-6285
US AVIONICS	AVIONIC SALES/REPAIR	AIRPARK	480-948-2620	480-948-0334
US CUSTOMS	FEDERAL CUSTOMS OFFICE	ABC	480-312-8483	480-312-8485
VERIDIAN AVIATION	AIRCRAFT MANAGEMENT	ABC	480-922-1333	480-922-1326
WALLACE HOLDINGS, LLC	HANGAR/SHADE LEASING	AIRPARK	480-998-8861	480-998-0388
WARREN, JAMES	HANGAR/SHADE LEASING	AIRPARK	650-529-9591	650-529-9592
WEST COAST WASH STATION	AIRCRAFT WASHING	MOBILE	602-237-3811	N/A
WESTCOR AVIATION	CHARTER/HELO MAINTENANCE/ HANGAR/SHADE LEASING	AIRPARK	480-991-6558	480-991-7827
WINDMILL INNS OF AMERICA	HANGAR/SHADE LEASING	AIRPARK	480-443-0909	480-443-7635
15230 N. 75 <sup>TH</sup> STREET	HANGAR/SHADE LEASING	AIRPARK	602-955-3500	602-955-2828

ABC = Aviation Business Center, 15041 N. Airport Drive, Scottsdale, AZ 85260  
 ACC = Air Commerce Center, 14605 N. Airport Drive, Scottsdale, AZ 85260  
 AIRPARK = Various approved Airpark business locations  
 CJ = Corporate Jets, Inc., 14600 N. Airport Drive, Scottsdale, AZ 85260  
 CJAC = Corporate Jets Aviation Center, 14700 N. Airport Drive, Scottsdale, AZ 85260  
 SAC = Scottsdale Air Center, 15290 N. 78<sup>th</sup> Way, Scottsdale, AZ 85260  
 SFBO = Scottsdale FBO, 15115 N. Airport Drive, Scottsdale, AZ 85260  
 TERM = Scottsdale Airport Terminal, 15000 N. Airport Drive, Scottsdale, AZ 85260  
 TOWER = FAA Air Traffic Control Tower, 14960 N. 78<sup>th</sup> Way, Scottsdale, AZ 85260



**COMMISSION INFORMATION REPORT**  
**TO:** Airport Advisory Commission  
**FROM:** Airport Staff  
**SUBJECT/PROJECT NAME:** Aviation Enterprise Five-Year Financial Forecast.

**Agenda Item No.:** \_\_\_\_

**Meeting Date:** 03/16/05

**Staff Contact:** Gary Mascaro

**Phone:** (480) 312-7612

## **INFORMATIONAL**

Airport Advisory Commission reviews the proposed Aviation Enterprise Fund Five-Year Financial Forecast.

## **PURPOSE**

The purpose of the Aviation Five-Year Forecast is to review the Airport's overall forecasted revenues and expenditures (including all capital improvements) to identify any necessary adjustments to maintain the Airport as a "self-sufficient" enterprise fund operation.

## **KEY CONSIDERATIONS**

- The City Council provided direction in 2002 to the Aviation Division to prepare a plan for review and adoption to become a "self-sufficient" enterprise fund.
- The Financial Forecast indicates that the existing Airport rates and fees are sufficient to fund the forecasted expenditures (including all capital improvements) and maintain sufficient cash reserves in accordance with established financial policies.
- The Financial Forecast incorporates a ninety (90) day operating reserve in accordance with the Aviation Enterprise Fund financial policy.
- The Repair and Replacement Reserve provides a contingency for emergencies and for potential decreases or timing delays in receiving grant funding for airport capital projects. This plan shows the reserve phased in gradually to meet the targeted reserve amount of 5% of net airport assets.
- The proposed adoption date is June 7, 2005 for implementation on July 1, 2005.

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

Attachment(s): (1) Aviation Enterprise Fund Five Year Financial Forecast

**AVIATION ENTERPRISE FUND  
DRAFT FIVE YEAR FINANCIAL FORECAST**

	FORECAST FY 2004/05	FORECAST FY 2005/06	FORECAST FY 2006/07	FORECAST FY 2007/08	FORECAST FY 2008/09	FORECAST FY 2009/10
<b>Beginning Fund Balance/Reserve</b>						
Operating Reserve	\$ 458,532	\$ 510,911	\$ 565,287	\$ 587,531	\$ 610,211	\$ 630,885
Repair and Replacement Reserve	171,636	561,018	510,168	726,476	1,015,367	1,575,218
Unreserved - Operating	490,314	-	-	-	-	-
Total Beginning Fund Balance/Reserve	1,120,482	1,071,929	1,075,455	1,314,007	1,625,578	2,206,103
<b>Sources of Funds</b>						
Charges for Sales and Services	\$ 3,059,224	\$ 3,074,520	\$ 3,089,893	\$ 3,105,342	\$ 3,120,869	\$ 3,136,473
Jet Fuel Tax Revenue Transfer	130,759	131,413	132,070	132,730	133,394	134,061
Transfer From Water Fund - Land Lease		430,230				
Interest Earnings	20,276	26,511	35,311	43,441	65,900	87,700
Total Sources of Funds	3,210,259	3,662,674	3,257,274	3,281,513	3,320,163	3,358,234
<b>Uses of Funds</b>						
Airport Operations	1,449,468	1,563,624	1,634,238	1,702,217	1,761,055	1,814,656
Transfers Out:						
Indirect/Direct Costs	266,891	296,653	301,289	306,030	310,878	315,838
Fire Service Costs	263,881	338,092	354,997	372,747	391,384	410,953
In Lieu Property Tax	63,405	62,779	59,598	59,848	60,221	60,635
CIP Fund (Tech Replacement & Facilities Maintenance)	152,000	10,100	10,100	10,100	10,100	15,600
CIP Fund (Aviation Capital Project Fund)	1,063,167	1,387,900	658,500	519,000	206,000	53,500
Total Uses of Funds	3,258,812	3,659,148	3,018,722	2,969,942	2,739,638	2,671,182
Operating Income (Loss)	(48,553)	3,526	238,552	311,571	580,525	687,052
<b>Ending Fund Balance/Reserve</b>						
Operating Reserve (Note 1)	510,911	565,287	587,531	610,211	630,885	650,521
Repair and Replacement Reserve (Note 2)	561,018	510,168	726,476	1,015,367	1,575,218	2,001,045
Unreserved	-	-	-	-	-	241,589
Total Ending Fund Balance	\$ 1,071,929	\$ 1,075,455	\$ 1,314,007	\$ 1,625,578	\$ 2,206,103	\$ 2,893,155

**Note 1:** The City's Comprehensive Financial Policies provide that the Aviation Fund Operating Reserve will be funded not to exceed 90 days of budgeted system operating expenditures to provide contingency funding for costs associated with airport operations.

**Note 2:** The Repair and Replacement Reserve provides a contingency for emergencies and for potential decreases or timing delays in receiving grant funding for airport capital projects. This plan shows the reserve phased in gradually to meet the targeted reserve amount of 5% of net airport assets.

**Source:** The Aviation Enterprise Five Year Financial Forecast was prepared using the Aviation Fund Five Year Operating Budget Forecast, the Recommended Aviation Capital Project Budget for Fiscal Years 2005/06 through 2009/10, the Airport regional/federal project plan, and the Five Year Revenue Forecast. The above documents were prepared by the Aviation Division and Financial Services Department.

**AVIATION ENTERPRISE FUND  
FIVE YEAR REVENUE FORECAST**

Description	FORECAST 2004/05	FORECAST 2005/06	FORECAST 2006/07	FORECAST 2007/08	FORECAST 2008/09	FORECAST 2009/10
<b>Sources of Funding - Operating:</b>						
Charges for Service	\$ 3,059,224	\$ 3,059,224	\$ 3,074,520	\$ 3,089,893	\$ 3,105,342	\$ 3,120,869
Increased Revenue From Growth		15,296	15,373	15,449	15,527	15,604
Revenue Impact From Rate Increase		-	-	-	-	-
Sub-total Charges for Service	<u>3,059,224</u>	<u>3,074,520</u>	<u>3,089,893</u>	<u>3,105,342</u>	<u>3,120,869</u>	<u>3,136,473</u>
Jet Fuel Tax Revenue Transfer	130,759	130,759	131,413	132,070	132,730	133,394
Increased Revenue From Growth		654	657	660	664	667
Revenue Impact From Rate Increase		-	-	-	-	-
Sub-total Jet Fuel Tax Revenues Transfer	<u>130,759</u>	<u>131,413</u>	<u>132,070</u>	<u>132,730</u>	<u>133,394</u>	<u>134,061</u>
<b>Sources of Funding - Capital Improvement Program:</b>						
Federal/State grant reimbursements revenue	\$ 3,412,400	\$ 2,839,600	\$ 2,860,000	\$ 4,988,800	\$ 2,186,700	\$ 134,500
<b>Sources of Funding - Operating Revenue Assumption:</b>						
Revenue Growth		0.50%	0.50%	0.50%	0.50%	0.50%
Rate Revenue Increase		0.00%	0.00%	0.00%	0.00%	0.00%

**AVIATION ENTERPRISE FUND**  
**DRAFT 5-YEAR INDIRECT and DIRECT COST PLAN**

	<b>ADOPTED BUDGET FY 2004/05</b>	<b>FORECAST FY 2005/06</b>	<b>FORECAST FY 2006/07</b>	<b>FORECAST FY 2007/08</b>	<b>FORECAST FY 2008/09</b>	<b>FORECAST FY 2009/10</b>
Aviation Fund Indirect Costs ( Note 1)	\$ 203,304	\$ 229,886	\$ 232,185	\$ 234,507	\$ 236,852	\$ 239,221
Security Contract Direct Costs	63,587	66,767	69,104	71,523	74,026	76,617
Sub-total Indirect/Direct	<u>\$ 266,891</u>	<u>\$ 296,653</u>	<u>\$ 301,289</u>	<u>\$ 306,030</u>	<u>\$ 310,878</u>	<u>\$ 315,838</u>
Fire Service Direct Costs (Note 2)	<u>263,881</u>	<u>338,092</u>	<u>354,997</u>	<u>372,747</u>	<u>391,384</u>	<u>410,953</u>
<b>Total Airport</b>	<u><u>\$ 530,772</u></u>	<u><u>\$ 634,745</u></u>	<u><u>\$ 656,286</u></u>	<u><u>\$ 678,777</u></u>	<u><u>\$ 702,262</u></u>	<u><u>\$ 726,791</u></u>

**Note 1** Indirect costs for FY 2004/05 from Adopted Budget. FY 2005/06 calculated at 15.86% of prior year operating expenditures. Indirect costs in subsequent years are increased by 1.0% per year.

**Note 2** Fire Service costs for FY 2004/05 from Adopted Budget. Fire Service costs for FY 2005/06 from FY 2005/06 Budget Five Year Plan, with costs in subsequent years increased by 5.0% per year.

**AVIATION ENTERPRISE FUND  
CAPITAL IMPROVEMENT PROGRAM  
DRAFT FIVE YEAR FINANCIAL FORECAST**

	<b>FORECAST FY 2004/05</b>	<b>FORECAST FY 2005/06</b>	<b>FORECAST FY 2006/07</b>	<b>FORECAST FY 2007/08</b>	<b>FORECAST FY 2008/09</b>	<b>FORECAST FY 2009/10</b>
<b>Beginning Fund Balance</b>						
Unreserved - Capital Projects	\$ (210,701)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Capital Improvement Program Activity:</b>						
Capital Grant Revenue	\$ 3,412,400	\$ 2,839,600	\$ 2,860,000	\$ 4,988,800	\$ 2,186,700	\$ 134,500
Capital Grant Revenue Prior Year Reimbursements	\$ 318,534					
Transfer In - Aviation Operating Fund	1,063,167	1,387,900	658,500	519,000	206,000	53,500
Capital Improvement Program Expenditures	(4,583,400)	(4,227,500)	(3,518,500)	(5,507,800)	(2,392,700)	(188,000)
Total of Capital Related Activity	\$ 210,701	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Ending Fund Balance/Reserve</b>						
Unreserved - Capital Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Source:** The Aviation Enterprise Five Year Financial Forecast was prepared using the Recommended Aviation Capital Project Budget Fiscal Years 2005/06 through 2009/10, and the Airport regional/federal project plan. The above documents were prepared by Aviation Division and Financial Services Department.

**Note 1:** Capital Improvement Program reflects most optimistic grant funding scenario. Approved projects will be adjusted/phased to ensure that actual expenses do not exceed available grant funding.

AVIATION ENTERPRISE FUND - FIVE YEAR FINANCIAL FORECAST  
FORECASTED AVIATION CAPITAL PROJECT EXPENDITURES BY FUNDING SOURCE (Inflated)  
FISCAL YEARS 2004/05 THROUGH 2009/10  
(in thousands of dollars)

Project #	Project Name	Funding Source	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Totals
A0202	Security & Access Control System	Aviation Funds	18.8						18.8
A0202	Security & Access Control System	Grants	10.0						10.0
A0202	PROJECT TOTAL		28.8	-	-	-	-	-	28.8
A0301	Aviation Noise Exposure Maps	Aviation Funds	7.3						7.3
A0301	Aviation Noise Exposure Maps	Grants	156.4						156.4
A0301	PROJECT TOTAL		163.7	-	-	-	-	-	163.7
A0302	Airport Terminal Area Renovations	Aviation Funds	186.5	456.2	230.0				872.7
A0302	Airport Terminal Area Renovations	Grants	-	1,945.8					1,945.8
A0302	PROJECT TOTAL		186.5	2,402.0	230.0	-	-	-	2,818.5
A0308	ADOT E3S12 Design	Aviation Funds	17.8						17.8
A0308	ADOT E3S12 Design	Grants	159.9						159.9
A0308	PROJECT TOTAL		177.7	-	-	-	-	-	177.7
A0401	Airport Security Fencing	Aviation Funds	249.8						249.8
A0404	Disabled Aircraft Removal Dolly	Aviation Funds	32.0						32.0
A0405	Runway RSA - Safety Area Improvements	Aviation Funds	142.9						142.9
A0405	Runway RSA - Safety Area Improvements	Grants	1,856.7						1,856.7
A0405	PROJECT TOTAL		1,999.6	-	-	-	-	-	1,999.6
A0407	Vehicle Security Gate Upgrade	Aviation Funds	-						-
A0408	Airport Perimeter Blast Fence	Aviation Funds	1.9	7.3					9.2
A0408	Airport Perimeter Blast Fence	Grants	40.1	285.7					325.8
A0408	PROJECT TOTAL		42.0	293.0	-	-	-	-	335.0
A0409	ADOT E4S39 Security Improvements	Aviation Funds	14.5						14.5
A0409	ADOT E4S39 Security Improvements	Grants	130.2						130.2
A0409	PROJECT TOTAL		144.7	-	-	-	-	-	144.7
A0501	ABC Building Bathroom Remodel	Aviation Funds	40.0						40.0
A0502	Airport Parking Lot Lighting Upgrades	Aviation Funds	-						-
A0503	Apron Pavement Overlay (PMMP) - Delta, Shad	Aviation Funds	236.2						236.2
A0503	Apron Pavement Overlay (PMMP) - Delta, Shad	Grants	844.8						844.8
A0503	PROJECT TOTAL		1,081.0	-	-	-	-	-	1,081.0
A0504	Aviation Grant Match Contingency	Aviation Funds	150.0	150.0	150.0				450.0
A0505	Aviation Design Projects	Aviation Funds	71.1	1.0	28.7				100.8
A0505	Aviation Design Projects	Grants	166.5	40.4	258.8				465.7
A0505	PROJECT TOTAL		237.6	41.4	287.5	-	-	-	566.5

AVIATION ENTERPRISE FUND - FIVE YEAR FINANCIAL FORECAST  
FORECASTED AVIATION CAPITAL PROJECT EXPENDITURES BY FUNDING SOURCE (Inflated)  
FISCAL YEARS 2004/05 THROUGH 2009/10  
(in thousands of dollars)

Project #	Project Name	Funding Source	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Totals
A0507	Portable Noise Monitors	Aviation Funds	2.2						2.2
A0507	Portable Noise Monitors	Grants	47.8						47.8
A0507	PROJECT TOTAL		50.0	-	-	-	-	-	50.0
New	Pavement Reconstruction - Aprons	Aviation Funds			58.7	55.6	56.0		170.3
New	Pavement Reconstruction - Aprons	Grants			2,288.7	2,168.4	2,186.7		6,643.8
New	PROJECT TOTAL			-	2,347.4	2,224.0	2,242.7	-	6,814.1
New	Washrack/Pollution Control Device	Aviation Funds						3.5	3.5
New	Washrack/Pollution Control Device	Grants						134.5	134.5
New	PROJECT TOTAL			-	-	-	-	138.0	138.0
New	MITL/HITL Runway Guard Lights Upgrade	Aviation Funds			3.8				3.8
New	MITL/HITL Runway Guard Lights Upgrade	Grants			146.6				146.6
New	PROJECT TOTAL			-	150.4	-	-	-	150.4
New	Taxiway Connectors Construction	Aviation Funds		3.2	4.3				7.5
New	Taxiway Connectors Construction	Grants		123.3	165.9				289.2
New	PROJECT TOTAL			126.5	170.2	-	-	-	296.7
New	Perimeter Road Construction	Aviation Funds		2.9					2.9
New	Perimeter Road Construction	Grants		116.7					116.7
New	PROJECT TOTAL			119.6	-	-	-	-	119.6
New	Airport Pavement Preservation Program	Aviation Funds			183.0	150.0	150.0	50.0	533.0
New	Airport Pavement Preservation Program	Grants							-
New	PROJECT TOTAL			-	183.0	150.0	150.0	50.0	533.0
New	Security Lighting Installation - Main Aprons/Kilo	Aviation Funds		17.3					17.3
New	Security Lighting Installation - Main Aprons/Kilo	Grants		327.7					327.7
New	PROJECT TOTAL			345.0	-	-	-	-	345.0
New	Airport Terminal Parking Garage	Aviation Funds				313.4			313.4
New	Airport Terminal Parking Garage	Grants				2,820.4			2,820.4
New	PROJECT TOTAL			-	-	3,133.8	-	-	3,133.8
New	Airport Maintenance Facility	Aviation Funds		750.0					750.0
New	Airport Maintenance Facility	Grants							-
New	PROJECT TOTAL			750.0	-	-	-	-	750.0
<b>FUNDING SUMMARY:</b>									
	Aviation Funds	Aviation Funds	1,171.0	1,387.9	658.5	519.0	206.0	53.5	3,995.9
	Grants	Grants	3,412.4	2,839.6	2,860.0	4,988.8	2,186.7	134.5	16,422.0
	<b>TOTALS</b>		<b>4,583.4</b>	<b>4,227.5</b>	<b>3,518.5</b>	<b>5,507.8</b>	<b>2,392.7</b>	<b>188.0</b>	<b>20,417.9</b>



**CITY COUNCIL SUBCOMMITTEE/COMMISSION  
ACTION REPORT**  
**TO: City Council Subcommittee/Airport Advisory  
Commission**  
**FROM: Airport Staff**  
**SUBJECT/PROJECT NAME:** Consider  
recommendation for adoption of the 14 CFR Part 150  
Noise Compatibility Program.

**Agenda Item No.:** \_\_\_\_

**Meeting Date:** 03/16/05

**Staff Contact:** Gary Mascaro, C.M.

**Phone:** (480) 312-7612

## **ACTION**

The City Council Subcommittee on Regional Aviation Issues and the Airport Advisory Commission consider recommendation for adoption of the 14 CFR Part 150 Noise Compatibility Program.

## **PURPOSE**

The 2005 Noise Compatibility Program will update the previous Noise Compatibility Program adopted by City Council and approved by the Federal Aviation Administration (FAA) in 1997. The 2005 program went through an extensive public process to determine and evaluate current and future aircraft noise related influences and propose additional methods to address aircraft noise. On August 26, 2003, the City Council unanimously approved federal and state funding for the study. As part of the process, noise contours were developed and subsequently accepted by the FAA in January 2005.

Several avenues were utilized to allow the public to provide input including the consultant hosting a website throughout the study for any citizen to view and/or download documents as well as provide public input by submitting comments directly on the web site. Several public workshops and a public hearing were also held to allow citizens to gain knowledge on the progression of the study and provide additional public input. The public outreach were conducted on the following dates:

- October 31, 2003 (Public Workshop)
- March 31, 2004 (Public Workshop)
- August 5, 2004 (Public Workshop)
- October 26, 2004 (Public Workshop)
- November 17, 2004 (Joint work study session with the Council Subcommittee and the Airport Commission)
- January 27, 2005 (Public Workshop and Public Hearing)

## **KEY CONSIDERATIONS**

- Principal objectives of the program are to identify current and projected noise levels, propose ways to reduce aircraft noise, encourage future land use zoning to be compatible the noise and operation of the airport, determine ways of reducing the adverse impacts of noise in existing residential areas near the airport, and establish procedure for implementation, reviewing, and updating the plan.
- The original Noise Compatibility Program was completed in 1987 and updated in 1997.
- Assistance was provided to the consultant by a team of technical and aviation professionals called the Technical Advisory Team (TAT) to review and comment on the work as it progressed. The TAT met four (4) times during the study.
- The proposed date for consideration by the City Council is April 5, 2005.

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

Attachment(s): (1) Scottsdale Airport Noise Compatibility Program 2004-2014 Summary  
(2) Scottsdale Airport Noise Compatibility Study Update

Action  
Taken

### Noise Abatement Measures

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#### *Measures to be retained from 1997 Noise Compatibility Program*

- 1 Continue informal preferential use of Runway 3.
- 2 Continue to encourage Stage 2 aircraft to use Runway 21 for landings and Runway 3 for takeoffs.
- 3 Continue to discourage right downwind and right base pattern entry, long straight-in approaches, and right turn-outs prior to reaching the airport boundary for aircraft using Runway 3.
- 4 Continue to encourage right turns as soon as practical and discourage straight-out and left turns on departure from Runway 21.
- 5 On Runway 21: Continue to prohibit stop-and-go operations, intersection takeoffs, formations, and simulated single engine takeoffs and training go-arounds by multi-engine aircraft.
- 6 Continue to discourage descents below 2,500 feet MSL for practice instrument approaches.
- 7 Continue to encourage NBAA standard or manufacturers' comparable noise abatement procedures.
- 8 Continue to prohibit touch-and-go operations between 9:30 p.m. and 6:00 a.m.
- 9 Continue to prohibit run-up operations between 10:00 p.m. and 7:30 a.m.
- 10 Continue to encourage use of AOPA Noise Awareness Steps by light single-engine aircraft.

#### *New Measures*

- 11 Discourage long straight-in and left downwind approaches to Runway 21.
- 12 When ASR-11 radar installation is complete, request air traffic control to coordinate on any new approach, departure or routing procedures.
- 13 The City will encourage FAA to chart visual flight procedures to provide pilots with minimum safe flying altitudes and paths on approach.
- 14 Construct a ground run-up enclosure to attenuate noise impacts within the 65 DNL noise contour.
- 15 Inform transient helicopter pilots of the noise abatement flight paths.
- 16 Change Phoenix Sectional Aeronautical Chart to depict additional populated places.

### Land Use Measures

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#### *Measures to be retained from 1997 Noise Compatibility Program*

- 1 Within their respective General Plans, the cities of Scottsdale and Phoenix should maintain the compatibly-planned areas within the 55 DNL contour.
- 2 The cities of Scottsdale and Phoenix should maintain the compatibly-zoned areas within the project study area.
- 3 The City of Scottsdale should consider rezoning the parcel located directly north of the airport within the 65 DNL noise contour to a compatible land use. The parcel is currently utilized as a golf course.

*Measures to be retained from 1997 Noise Compatibility Program (continued)*

- 4 The cities of Scottsdale and Phoenix should enact Project Review Guidelines for those areas impacted by airport operations.
- 5 The cities of Scottsdale and Phoenix should adopt the overlay zones contained within the proposed Project Review Guidelines.
- 6 If the Project Review Guidelines and Overlay Zoning Alternatives are not implemented, the City of Scottsdale should consider amending the subdivision regulations to require the issuance of aviation easements and fair disclosure notices for the areas contained within AC-1, AC-2, and AC-3 of the overlay zoning.
- 7 The City of Scottsdale should consider amending its current building codes to incorporate prescriptive noise standards.

*New Measures*

- 8 Should the Project Review Guidelines not be implemented, the City of Scottsdale should consider incorporating the 2009 noise contours into its General Plan to allow for an additional level of fair disclosure.
- 9 The City of Phoenix should consider rezoning the areas located north of the CAP canal which are currently zoned for residential land uses and planned for industrial or commercial land uses.

**Program Management Measures**

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*Measures to be retained from 1997 Noise Compatibility Program*

- 1 Update Noise Exposure Maps and Noise Compatibility Program.
- 2 Monitor implementation of the updated Part 150 Noise Compatibility Program.
- 3 Continue noise complaint tracking program.

*New Measures*

- 4 Acquire and implement noise and flight track monitoring system.
- 5 Airport location signage program.
- 6 Airport Pilot and Community Outreach Program.

### Scottsdale Airport Noise Compatibility Program, 2004-2014

#### Cost Summary

Measure	Description	Cost
Noise Abatement Measure #14	Construct a ground run-up enclosure to attenuate noise impacts within the 65 DNL noise contour.	\$900,000
Noise Abatement Measure #15	Inform transient helicopter pilots of the noise abatement flight paths.	\$5,000
Program Management Measure #1	Update Noise Exposure Maps and Noise Compatibility Program.	\$400,000
Program Management Measure #4	Acquire and implement noise and flight track monitoring system.	\$1,370,000
Program Management Measure #6	Airport Pilot and Community Outreach Program.	\$32,000
<b>Total Cost</b>		<b>\$2,707,000</b>

### Scottsdale Airport Noise Compatibility Program, 2004-2014

#### Funding Summary

Funding Source	Amount	Percent of Total
FAA	\$1,805,000	66.7%
Arizona Department of Transportation	\$47,500	1.8%
City of Scottsdale Capital Budget	\$47,500	1.8%
City of Scottsdale Operating Budget*	\$807,000	29.7%
<b>Total Cost</b>	<b>\$2,707,000</b>	<b>100.0%</b>

\* - Includes ten-year costs of maintenance and one staff position for noise and flight track monitoring system.

### Dwelling Units Exposed to Noise

#### With Noise Compatibility Plan Versus Baseline Conditions

	Baseline Noise (Without Plan)			With Noise Compatibility Plan	
	2004	2009 <sup>1</sup>	2025 <sup>1</sup>	2009 <sup>2</sup>	2025 <sup>2</sup>
55-60 DNL	1,093	1,733	1,728	1,139	1,253
60-65 DNL	30	117	60	114	58
65+ DNL	0	0	0	0	0
Total Above 55	1,123	1,850	1,788	1,253	1,311
Total Above 60	30	117	60	114	58

<sup>1</sup> Totals include noise-sensitive growth risk areas.

<sup>2</sup> Assumes noise-sensitive growth risk areas will be developed with land uses that are compatible with aircraft noise, if the plan is implemented and dwellings are required.

Source: Coffman Associates analysis.

A copy of the 14 CFR Part Noise Compatibility Study Document can be downloaded at:

[http://www.coffmanassociates.com/public/Scottsdale\\_Noise\\_Update/](http://www.coffmanassociates.com/public/Scottsdale_Noise_Update/)



**COMMISSION INFORMATION REPORT**  
**TO:** Airport Advisory Commission  
**FROM:** Airport Staff  
**SUBJECT/PROJECT NAME:** Review of Airport Operations for January 2005.

**Agenda Item No.:** \_\_\_\_

**Meeting Date:** 3/16/05

**Staff Contact:** Chris Read

**Phone:** (480) 312-2674

## INFORMATIONAL

Review of Airport Operations at Scottsdale Airport.

## PURPOSE

The purpose of this item is to keep the Airport Advisory Commission more informed of the day-to-day activities taking place at the City's airport.

## OPERATIONAL UPDATE

**Total Operations for January 2005 = 16,308**

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## ALERTS

Date and Time	Type	Description
January 7 <sup>th</sup> / 14:00 hrs.	Alert 1	King Air, Smoke in cockpit, landed safely
January 14 <sup>th</sup> / 08:52 hrs.	Alert 1	Mooney, Rough running engine, landed safely
January 31 <sup>st</sup> / 10:10 hrs.	Alert 1	Piper Archer, Rough running engine, landed safely

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## INCIDENTS

Date and Time	Description
January 3 <sup>rd</sup> / 16:00 hrs.	Piper Saratoga, Loss of directional control on Bravo Taxiway
January 6 <sup>th</sup> / 19:00 hrs.	FBO employee drove golf cart off end of Charlie Taxiway, minor injuries
January 10 <sup>th</sup> / 16:30 hrs.	Fuel spill on FBO ramp
January 18 <sup>th</sup> / 10:15 hrs.	Pitts, blown tire upon landing
January 22 <sup>nd</sup> / 09:50 hrs.	Twin Cessna disconnects from tow bar during towing operation
January 25 <sup>th</sup> / 13:00 hrs.	Piper Archer stuck in mud after performing 180 degree turn on Alpha Taxiway
January 26 <sup>th</sup> / 11:34 hrs.	Twin Cessna, Loss of directional control on Alpha Taxiway
January 31 <sup>st</sup> / 18:25 hrs.	Unauthorized person on airport, PD was called, man was arrested

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Scott T. Gray, C.M., C.A.E.  
Aviation Director



**COMMISSION INFORMATION REPORT**  
**TO:** Airport Advisory Commission  
**FROM:** Airport Staff  
**SUBJECT/PROJECT NAME:** Review of Airport Operations for February 2005.

**Agenda Item No.:** \_\_\_\_

**Meeting Date:** 3/16/05

**Staff Contact:** Chris Read

**Phone:** (480) 312-2674

## **INFORMATIONAL**

Review of Airport Operations at Scottsdale Airport.

## **PURPOSE**

The purpose of this item is to keep the Airport Advisory Commission more informed of the day-to-day activities taking place at the City's airport.

## **OPERATIONAL UPDATE**

**Total Operations for February 2005 = 15,870**

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## **ALERTS**

<b>Date and Time</b>	<b>Type</b>	<b>Description</b>
February 14 <sup>th</sup> / 10:18 hrs.	Alert 1	Cessna Centurion, Rough running engine
February 21 <sup>st</sup> / 13:10 hrs.	Alert 3	Two Piper Archer aircraft hit wingtips at A16 runup area
February 24 <sup>th</sup> / 12:55 hrs.	Alert 1	Bonanza, Unsafe gear indication, landed safely

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## **INCIDENTS**

<b>Date and Time</b>	<b>Description</b>
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No Incidents to report

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

**COMMISSION ACTION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Review/Modify Airport  
Advisory Committee Meeting Schedule.**Agenda Item No.:** \_\_\_\_**Meeting Date:** 03/16/05**Staff Contact:** Scott Gray, C.M.**Phone:** (480) 312-7735**ACTION**

Review Airport Advisory Commission Meeting Schedules for 2005.

**PURPOSE**

Pursuant to By-Laws Laws of the Scottsdale Airport Advisory Commission, Section II – paragraph 202 – Regular Meetings shall be held on the second Wednesday of each month immediately following the study session, unless otherwise scheduled by majority vote of its members. In the event the Commission desires not to hold the preceding study session, the regular meeting shall begin at 6:00 p.m., unless otherwise scheduled by majority vote of its members.

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Scott T. Gray, C.M., C.A.E.  
Aviation Director

Attachment(s): (1) Airport Advisory Commission Schedule of Meetings - 2005

Action  
Taken

**SCOTTSDALE AIRPORT ADVISORY COMMISSION**

**SCHEDULE OF REGULAR MEETINGS**

**2005**

JANUARY 12

~~FEBRUARY 9~~ CANCELLED

~~MARCH 9~~ CANCELLED

MARCH 16 Joint Meeting with City Council  
Subcommittee on Regional Aviation  
Issues

APRIL 13

MAY 11

JUNE 8

JULY 13

AUGUST 10

SEPTEMBER 14

OCTOBER 12

NOVEMBER 9

DECEMBER 14